



About Surat Basin Rail

Often referred to as the 'Southern Missing Link', Surat Basin Rail is a 210 kilometre transport solution which will connect the vast Surat Basin coal reserves with the Port of Gladstone, and the future multi-billion dollar industry-funded Wiggins Island Coal Export Terminal (WICET).

Who is the Surat Basin Rail Joint Venture?

The Surat Basin Rail Joint Venture is an Australian based consortium made up of three partners:

- Australian Transport and Energy Corridor Limited
- Xstrata Coal Queensland
- QR National.

In July 2007 the Joint Venture was awarded an unconditional exclusive mandate by the Queensland Government to investigate the feasibility of developing an open-access, multi-use rail link to connect the Western Railway System with the Moura Railway System.

How is the project being funded?

The Joint Venture are looking at range of options, including equity and debt, to fund the project and aim to bring Surat Basin Rail to financial close, in accordance with the terms and conditions of the unconditional exclusive mandate agreed with the Queensland Government.

When will construction commence?

The Joint Venture is endeavouring to commence construction in 2012, pending commercial agreements with foundation customers. Construction will take approximately 27 to 33 months, depending on weather, and cost in excess of \$1 billion.

Fast facts

210 kilometres of single track with up to **7** passing loops

48 major road and rail bridges including a **415** metre long, **50** metre high bridge crossing Downfall Creek

14 technical studies undertaken as part of the EIS

22-24 diesel powered train movements per day up to **2.5** kilometres in length

42 million tonne transport capacity of coal per year

Where will the railway be built?

The Surat Basin is a 27,000 square kilometre stretch from Queensland to northern New South Wales. The area was once dominated by agriculture but is now experiencing a boom as mines, gas and infrastructure expand.

Surat Basin Rail will connect the Western Railway System, near Wandoan, with the Moura Railway System, near Banana.



Why do we need Surat Basin Rail?

Surat Basin Rail will generate export earnings, real growth and job opportunities to boost the Australian and Queensland economies. The project supports the continued growth of Australia's largest export industry and has advantages for general freight which could enhance future export options for regional producers.

How is the land being acquired?

A railway corridor approximately 60 metres in width (wider in some sections) will be acquired from landowners and fenced along the entire length. The Queensland Government will acquire the railway corridor and lease it to the Joint Venture for the construction and operation of the railway.

The Department of Infrastructure and Planning and the Surat Basin Rail Joint Venture will work directly with all affected landowners on a case-by-case basis to assess fair and reasonable compensation. The Joint Venture has endeavored to develop, and will continue to foster, a strong connection with the local community and impacted landowners.

Milestones and next steps, as at December 2010

Q2 2012	Construction commences
Q1 2012	Financial close
Q4 2010	Surat Basin Infrastructure Corridor declared a state development area (SDA)
Q4 2010	Coordinator-General's report evaluating the complete Environmental Impact Statement (EIS) and providing a decision on Surat Basin Rail
Q1 2010	Finalise reference design
Q4 2009	Initial Expressions of Interest from existing and potential coal producers
Q4 2009	Submit business case and agree the draft principles for a Development Agreement with the Queensland Government
Q4 2007	Identify preferred rail route following stakeholder engagement, community consultation and detailed social, economic and environmental impact investigations

Where can I find out more?

To find out more, visit our website www.suratbasinrail.com.au or email us at info@suratbasinrail.com.au.

